

The Illustrated War News.



LOOKING SPLENDIDLY FIT: THE PRINCE OF WALES IN A TOWN IN ALSACE WHICH HAS BEEN TAKEN BY THE FRENCH.

THE GREAT WAR.

ELATED by her pronounced victory over five small, unarmed, inconspicuous, and unsuspecting trading tramps, Germany has decided that somewhere on and after Feb. 18th, Britain will be blockaded, and the four thousand or so ships of her mercantile marine will be driven off the seas by a handful of German submarines. She has backed up this threat with a heavy and dire promise of what she is going to do with our troop-ships, and with a characteristic effort of torpedoing directed against a hospital-ship. Having generously and bombastically published the terms of her piracy as a warning to all neutral nations, she can now face the amusement of Great Britain and the hot anger of the entire world. For ourselves, when we went to war with Germany, we took all the risks, and we are now, as ever, ready to face them. We have grave doubts about Germany's ability to do all that she promises ;

and so far, the sinking of a few ships notwithstanding, we have seen nothing to make us change our attitude. On no occasion when we were on the alert has a submarine sunk one of our vessels, and this holds good not only in the case of war-ships, but in the case of the merchant marine. When trading-vessels have sighted submersibles in time, they have invariably escaped. That our alertness will be

redoubled in future goes without saying, as the fact that we will take even more effective steps to check submarine raids goes without saying.



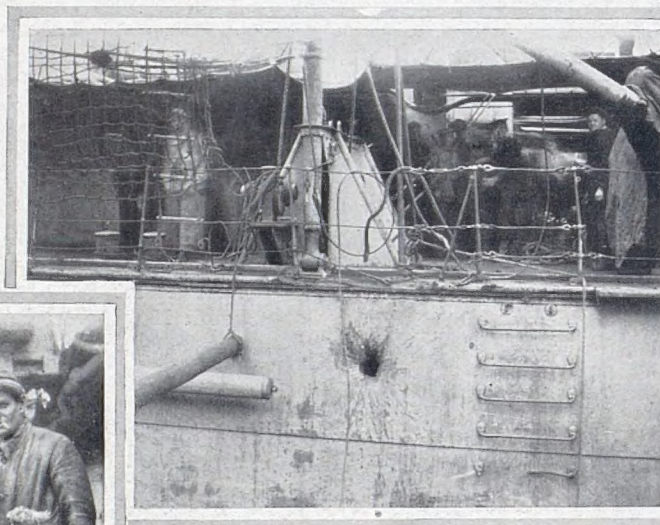
EFFECTS OF THE OTHER GERMAN SHELL THAT STRUCK H.M.S. "PATROL": A DAMAGED TANK AND KETTLE—AND A BLUEJACKET HOLDING PART OF THE SHELL.

For our troop-ships we feel a sense of security even greater than we feel for our trading-vessels. Not one private has been killed in the Channel crossing yet, though the war has been on for six months, and the Germans have been "promising" horrors for most of that time. Indeed, it will take better men than the German Navy possesses to evade the vigilance of the escorts.

Of the moral side of this promise to slay unlimited crews and passengers (even those belonging to suspected neutral ships), we need say little, because the neutral nations have said all that is to be said about these projected abominations, and with no uncertain voice. Germany, indeed, is steadily alienating herself from every shred of sympathy she had amongst the neutral peoples, and it is a curious study this almost deliberate German passion for plunging deeper and deeper into the solid enmity

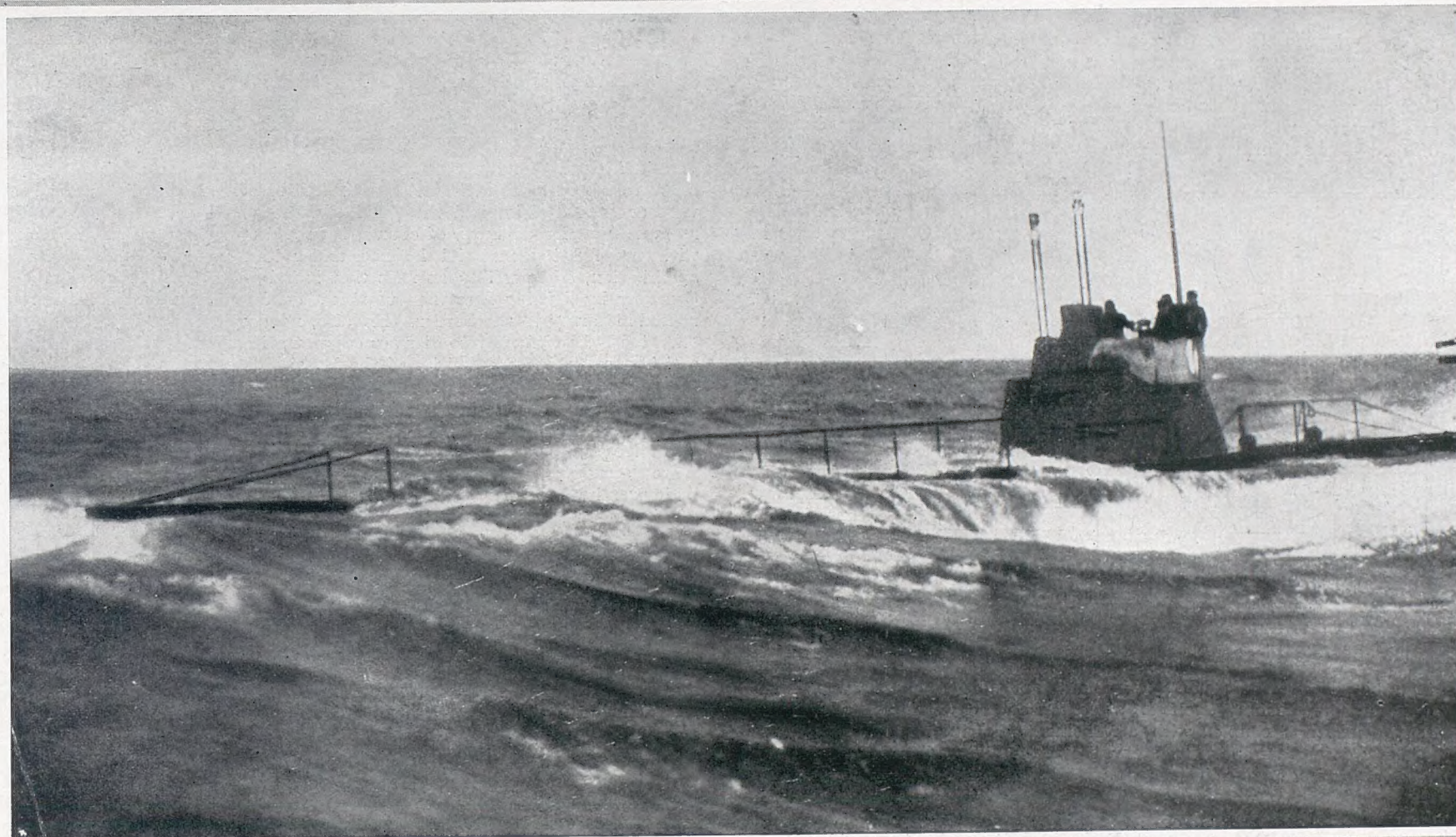
of the world. It is a valuable study, also, because it undoubtedly proclaims the fact that the German rulers, if not the German people, realise their desperate case. This wild attitude of threatening, of singing hymns of hate, of senseless and murderous raidings, is not the attitude of the winning side. Germany knows that she is losing, that our own grip on sea and land is tightening about her, and she is hitting

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ONE OF TWO HITS OUT OF 100 ROUNDS! H.M.S. "PATROL" HOLED BY A GERMAN SHELL DURING THE RAID ON THE YORKSHIRE COAST.

The British light cruiser "Patrol" engaged the German squadron that raided Hartlepool and Scarborough, and lost four men killed and four wounded. The German battle-cruisers, it is said, fired about 100 rounds at her, but only two took effect. One, after exploding, hit an iron tank. In the photograph on the left the bluejacket on the right is seen holding part of the shell, while another on the left holds a damaged kettle. The second shell went through the ship's side into a coal-bunker.



A WOULD-BE "BLOCKADER" OF THE BRITISH COAST AND SINKER OF MERCHANTMEN: A GERMAN SUBMARINE CRUISING.

Apropos to the Berlin Decree notifying a "blockade" of the British Isles from February 18, this anticipatory picture from a German paper of an enemy submarine searching for British vessels is in point. In the spirit of the skull-and-crossbones pirates of old, twentieth-century German naval officers are instructed to torpedo all merchantmen they meet making towards the British coast, leaving all on board

to drown if inconvenient to allow them time to take to their boats. How the twenty-four submarines, which are all capable of off-shore cruising, Germany is understood to possess, can blockade an area the circumference of which extends over several thousand miles is another matter. There is, too, a British Navy, with Lord Fisher at Whitehall, and Sir John Jellicoe at sea.—[Photo. by Exclusive News Agency.]

below the belt in a frantic effort to do something foul, if fair is impossible, to hurt the forces that are crushing her.

That it is an economic as well as military pressure which has led the German people into this frantic state of universal vindictiveness grows more apparent with every issue of German newspapers. The conservation of food—from a utilitarian attitude towards potato-peelings to a State

monopoly of grain—has bulked largely as a topic in the news-sheets for many weeks. That this topic centres round Germany's real danger we can learn from the remarks of Dr. Bethmann von Hollweg himself. He joins up with an attack upon Britain a plea for economy in foodstuffs.

By organising, he declares, Germany can hold out until next harvest. The demand for economy itself is a confession of weakness, and, when that demand is coupled with a vehement diatribe against us because we are doing our best to starve seventy million German people, we can draw our own conclusions. Certainly the economic pressure will be a great factor towards our final victory—a factor that has obtained a new accession of vigour through the financial understanding between the Allies that marked the conference at Paris—and it is one that will not be neglected. Meanwhile, we are determined to go on tightening our grip both in economics and in warfare.

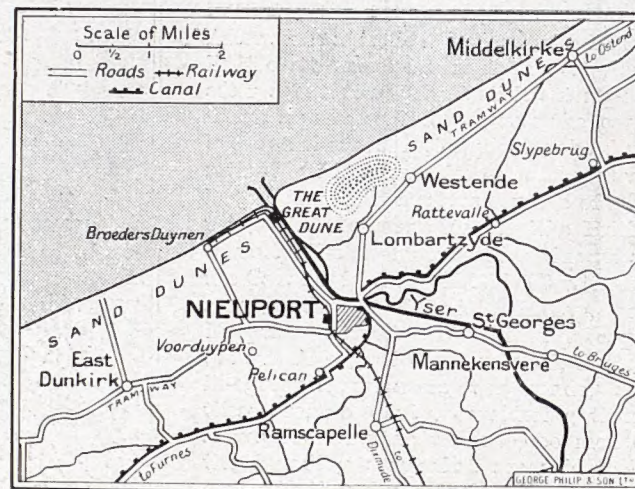
Something of the tightening of the grip is being felt along the eastern front, where, embarrassed by steady advances on two wings and from three or more different points, von Hindenburg has again flung his masses



WHERE THE GERMANS HAVE MADE VAIN EFFORTS TO ADVANCE ON WARSAW: THE DISTRICT ROUND SOCHACZEW, NEAR WHICH THE RUSSIANS RECENTLY CROSSED THE BZURA.

against the iron and inscrutable line that stands between him and Warsaw. The Germans are making the attack here with incredible vigour and ferocity, but without making any appreciable impression on the Russians before them. Along a small front of no more than seven miles in the Borzimow region seven Divisions and a hundred batteries were concentrated against the Russian position, with the only result that they lost ground instead of making headway. In this madly packed attack the losses to the Germans make the imagination blench—in one day 6000 men were accounted slain, and the toll in prisoners and wounded is beyond reason. Von Hindenburg, of course, is in a desperate position. Retreat with the fighting material he has under him would probably mean annihilation, and possibly he feels that it is best to keep Russia out of Germany by fighting here than to risk a débâcle that might come if he retired his army to the border. He also, no doubt, hopes by a vigorous offensive before Warsaw to distract concentration from the East Prussian and Transylvanian extremities of the Russian line, extremities that give

rise to painful anxiety. If that is his hope, there seems little promise of its ever reaching fruition. Russia, going along in its steady stride towards Thorn, has engaged and repulsed her enemy on the Lipno-Dobrzun line, and so arrived within twenty-five miles of the frontier fortress standing



THE NEW BATTLE OF THE DUNES: THE SCENE OF THE ALLIES' ADVANCE NORTH OF NIEUPORT—SHOWING THE GREAT DUNE AND LOMBARTZYDE.

on its ganglion of railways and communication roads. At the other extreme of East Prussia the Russian armies consolidate their positions steadily. They have gained the Pillkallen forests, and have strengthened

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THE "SILVER BULLETS" ALLIANCE: THE CHANCELLOR OF THE EXCHEQUER AND THE FRENCH AND RUSSIAN FINANCE MINISTERS IN CONFERENCE.

Mr. Lloyd George, the Governor of the Bank of England, and Mr. E. S. Montagu have returned from Paris, where the Chancellor proceeded for a conference with M. Ribot and M. Bark, the Finance Ministers of France and Russia. The Finance Ministers "agreed in declaring that the three Powers are resolved to unite their financial resources . . . for the purpose of carrying the war to a successful conclusion. . .

They have decided to recommend to their respective Governments to take over in equal shares the advances made, or to be made, to the countries which are now fighting with them or which may find themselves in the near future in a position to take up arms for the common cause." Our photograph shows M. Bark (left); M. Ribot (centre); and Mr. Lloyd George.—[Photo. by Manuel.]

their left wing by fighting their way across the Angerap after weeks of pushing and exhausting effort. This means real progress towards Insterberg, and both that town and Königsberg are now under grave menace. In the Carpathians the Russian advance is even more deliberate and determined. From the Dukla Pass to the Wyszkow heights the Russians are exerting a telling pressure against the Austro-German force. All along this line, with one exception, the battle has gone in favour of our Allies. Only at the Foukholka and the Beskid Passes, and only after terrible fighting in which they repulsed ten furious assaults, did the Russians feel constrained to fall back on stronger positions. Elsewhere they have repulsed or attacked their enemies with an awful vehemence in which entire German regiments have been annihilated, and droves of prisoners added to the masses already secured by the Russians. So grave do the Germans feel the issue here that masses of troops intended to subjugate Serbia have been deflected to Transylvania, and the line of resistance thickened by every corps and battery available. Meanwhile, in spite of these strenuous efforts, Russia sweeps onward. Not only here, but along the route that strikes at Cracow, have the Russian armies moved up. After a heavy bombardment of mortars, Tarnow has been evacuated by the Austrians, and by artillery and infantry attacks the Tsar's forces are making decisive headway. Behind the advancing line Przemyśl grows weaker, and under a constant series of attacks the garrison is being thinned until it seems impossible that the town can last out for many more days.

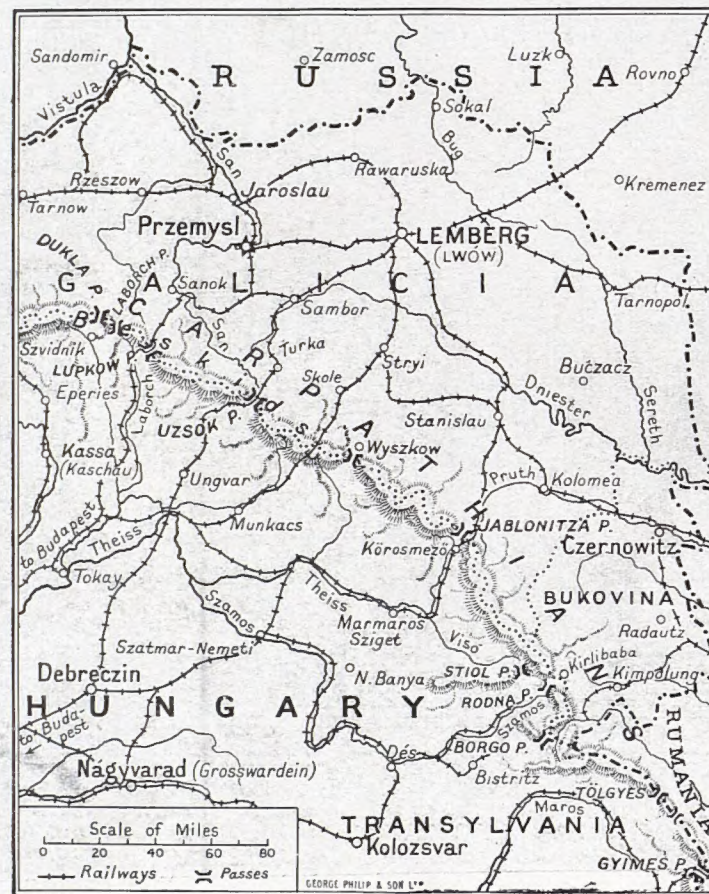
In the western arena the Germans have fallen into a more or less sullen quiet since their birthday debaucheries of last week. There has again been much abortive German fighting about La Bassée, resulting in a loss

of many men dead and captured, as well as the loss of two German trenches; the French have again made a slight advance in the significant Argonne region, and there has been staccato fighting in Alsace. Every-

where the Allied artillery has played vigorously and destructively upon the German line, checking attacks when they showed the slightest inclination to concentrate, and damaging stores and provisions at other points. Daily the work of the Allied gunners grows more remarkable in its methodical certainty of effect.

The banks of the Suez Canal witnessed a remarkable exhibition of futility in fighting on Wednesday last. Twelve thousand Turks under German officers came down from among the sand-hills, leaving their heavy guns behind them in the sand, but bringing a few light field batteries to aid them conquer Egypt. After some anæmic fighting at the Ismailia, Toussoum, and Serapeum posts, and after a conspicuously foolish attempt to throw a pontoon bridge across the canal between the two latter places, the force retired with some losses after never having shown themselves capable of anything like vigorous attack. The British casualty list is microscopic, though all the Canal defenders—British (Territorials among them), Colonial, Indian, and Egyptian—fought with soldierly capability. A bag of 600 wretched, ill-clad, ill-equipped prisoners was made, and these are, no doubt, considering themselves luckier than the 110,000 men of the invading army that are said to be concentrating for attack. When these come under the guns of the British posts and the war-ships—the *Hardinge*, which distinguished herself on Wednesday, and others—it will only be to realise in a culminating note the folly that has led them on the leash of their German masters to destruction across the implacable wastes of the desert.

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THE STRUGGLE FOR THE PASSES OF THE CARPATHIANS, WHERE "FIGHTING IS IN PROGRESS FROM THE DUKLA PASS TO THE WYSZKOW HEIGHTS."



MAKING A POSITION-GUN INTO A "HOWITZER": A FRENCH GUN WITH ITS TRAIL SUNK BELOW GROUND.

"For cannon shoot their longer pitches, The lower you let down their breeches," says a Hudibrastic couplet. Our illustration of a French gun laid for firing at the longest possible range over level country, on a West Flanders battlefield, shows one method of attaining the object. By digging a shallow pit in rear, and letting-down the trail of the piece into the hollow, it becomes practicable to elevate the gun-

muzzle considerably above the normal, and in that way send shells to a distance considerably in excess of the weapon's range in ordinary circumstances. The approximate normal ranges of the French artillery at the front are, according to official tables: Field guns, 9000 yards (just over five miles); field-howitzers, 6200 yards; heavy guns, 7000 yards.—[Photo: by C.N.]

This week has brought us to the end of six months' war, and, although we are only on the verge of its most bitter fighting, we can congratulate ourselves on the condition in which the first half-year leaves us. Our position is undoubtedly an exceedingly strong one. The German offensive has been reduced to a minimum by a western line that shows, and will continue to show, an increasing ability to check any aggressive effort the enemy puts forth. Paris, that was once in danger, is now safe; and

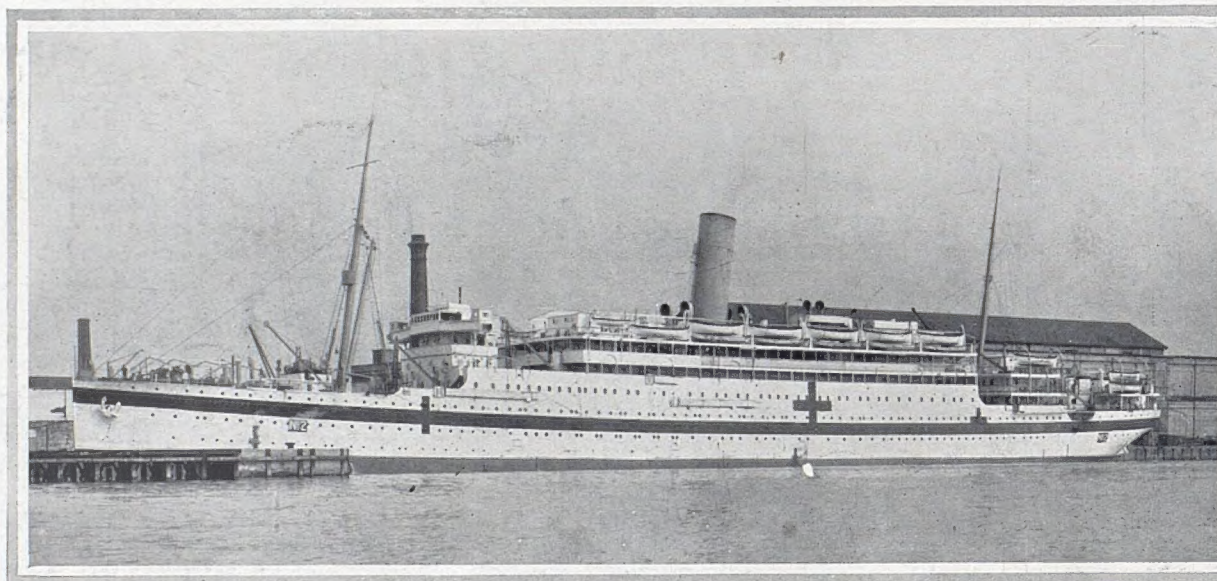
there is every evidence that, while holding the German front, we can choose our own position to strike with effect. France, with a weak mobilisation at the beginning of the war, is now fully mobilised. Britain, who opened the war with an effective army of something near half-a-million, has now an effective army of three millions or so, and more if necessary. Russia also shows her ability to hold anything sent against her, and to attack with such effect that she has reduced

Austrian and Turkish arms to impotence, and can make plans with equable security for invading Prussia. Hampered at first by lack of means and munitions to arm and send forward her millions, Russia has now rectified this disability, and is sending continuously a huge stream of reinforcements to her fronts. Serbia is effective and as dangerous as ever; and, on the other hand, Turkey grows more futile. On the water, Germany's High Sea Fleet has

been held in check, and so far has shown no signs of attempting to justify its existence. A system of blockade, helped a great deal by Germany's naval and political intemperance, is slowly squeezing the life out of Germanic resistance; and out over the world, in the sun, the Germanic colonies have been, and will be, slowly whittled away from her. Germany and Austria are surely being drained of both power and means to make themselves effective, and the death-rattle

can be but a matter of time.

W. DOUGLAS NEWTON.
LONDON: FEB. 8, 1915.



THE RED CROSS ATTACKED BY A GERMAN SUBMARINE, OFF HAVRE: THE BRITISH HOSPITAL-SHIP "ASTURIAS."

The attempt made by a German submarine to torpedo the British hospital-ship "Asturias," off Havre, was a flagrant violation of provisions of the Hague Convention to which Germany subscribed. It was towards the evening, but the light was clear and the painting of the hospital-ship, as shown above—white hull, green band, and Red Cross—was unmistakable. Only the coolness of the officer of the watch, who instantly ordered the helm to be put hard over, and sheered the ship just out of the way of the torpedo, saved the "Asturias."—[Photograph by L.N.A.]

OUR SUPPLEMENT.

WE have much pleasure in presenting to our readers this week a Supplement comprising portraits, in colours, of four British leaders on land and sea: Admiral Sir John Jellicoe, K.C.B., K.C.V.O., the brilliant Commander-in-Chief of the Grand Fleet; Field-Marshal Earl Kitchener of Khartum, P.C., K.P., G.C.B., O.M., etc., the trusted and indefatigable Secretary of State for

War; Field-Marshal Sir John French, G.C.B., G.C.V.O., K.C.M.G., Commander-in-Chief of the British Expeditionary Force, who enjoys the confidence alike of the Army and the nation; and Admiral of the Fleet Lord Fisher, G.C.B., O.M., G.C.V.O., LL.D., First Sea Lord of the Admiralty, whose experience in the art of naval warfare is unique.



GERMANY'S MOST IDOLISED GENERAL AND HER MAINSTAY AGAINST THE RUSSIANS: MARSHAL VON HINDENBURG; WITH HIS STAFF.

The idol of Germany, Field-Marshal von Hindenburg, who is in supreme command of the German Armies on the Eastern frontier from the Baltic to the Carpathians, is seen here with the officers of his headquarters staff. He is on the left of the three officers in front, standing with both hands thrust into the pockets of his overcoat. He was a General on the retired list when the war broke out, and was

specially summoned by the Kaiser to oppose the Russians. His overthrow of General Rennenkampf's advance-guard at the end of August in the neighbourhood of the Masurian Lakes won von Hindenburg his Field-Marshal's bâton, and made him the popular hero he is. Like most of the German generals in high command, he is a Guard-Corps officer and of the Junker noblesse of Posen.



A WEAPON REVIVED FOR THE TRENCH-FIGHTING IN THE GREAT WAR: THE HAND-GRENADE—OLD WAYS OF HURLING IT.

Hand-grenades, which are being so freely used in the fighting in the trenches, first figured in Europe some four hundred years ago. Illustration No. 1 shows their use at the siege of Arles, in 1536. No. 2 shows an early grenade in section. In the space (A) between the outermost casing of sacking and the thin casing (B) enclosing the inner hollow iron ball (C), a mixture of saltpetre, sulphur, and gunpowder

was packed. A vent (D) led to the inner shell. Space (E) held a mixture of saltpetre and fine-grain gunpowder, round (F) the core of the main explosive charge. There was a hole in the outer sacking cover (G), normally kept stopped with a plug. This plug was extracted, a strip of slow-match was applied, and the outer composition took light. Then the grenade was flung. There was no fuse.

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THE "ROLLING" GRENADE ; THE HAND-GRENADE ; THE RIFLE-GRENADE ; AND THE TRENCH-MORTAR OF OTHER DAYS : "REVIVED" WEAPONS.

Continued.

No. 3 shows grenades being hurled with a "catapult" of the ancient Roman type by the Spanish troops in the Netherlands. An alternative sling-method is seen in No. 4. In Nos. 5, 6, and 8 the "first regular" grenadiers, introduced by Louis XIV. in France and Charles II. in England, are flinging the fused grenades of the period. No. 7 shows a method used in fortress defence, rolling grenades down a trough.

No. 9 shows a modern French way of slinging hand-grenades. One end of the thong is fastened to the soldier's wrist, the other to a time-fuse in the grenade. The throw pulls out a friction-pin and ignites the fuse. No. 10 shows an early trench-mortar firing grenades. No. 11 shows the firing of a grenade from a musket : and No. 12 a section of a barrel designed to allow grenades to be fired.



BITING WITH ALL HER TEETH AT ONCE: THE TREMENDOUS POWER OF A GREAT MODERN BATTLE-SHIP'S BROADSIDE.

The naval battles of the Falkland Islands and the North Sea have shown the enormous power of the British Navy's heavy guns, and suggest some idea of the terrific force that the Grand Fleet could exert in a general action. The particular battle-ship here illustrated is seen firing her broadside with a total weight of metal of 8995 lb. The ten 12-inch guns, two on each of the five turrets—each discharged

an 850-lb. shell, and each of the eleven 4.7-inch guns a 45-lb. shell. With the light guns—six 3-pounders on each broadside—fired in addition, the total weight would be 9013 lb. The range is as wonderful as the weight. In the North Sea battle the British began to hit at a range of 17,000 yards, nearly ten miles.—[Drawn by Charles J. de Lacy.]



WHY THE "LION" BEGAN TO HIT AT A RANGE OF 17,000 YARDS! A TARGET DURING BATTLE-PRACTICE BY BRITISH SHIPS.

The recent fine fight in the North Sea gave further demonstration of the magnificent gunnery of the British Navy. Did not Vice-Admiral Sir David Beatty say in his despatch: "We began to hit at a range of 17,000 yards"? Such skill is only obtained, of course, by continual battle-practice. With regard to this illustration, it may be noted that when the powders now in use in the Navy were first

introduced, the spectacular side of battle-practice shifted from the ship enveloped in dense clouds of heavy white smoke to the target and the columns of water thrown up about it by the impact of the shells upon the sea. A target seen through glasses after several big guns have been fired in quick succession is a remarkable sight: seemingly the centre of a series of terrific submarine explosions.



THE NEW 2s. BRITISH "WADERS": A PROTECTION AGAINST FLOODS AND FROST-BITE. The late Major-General Sir Luke O'Connor, who was in the trenches at Sebastopol, said, as Colonel F. N. Maude has recalled: "Men don't so much mind the chance of getting killed: what they cannot stand is the certainty of wet feet in the half-frozen slush of the trenches." Bitter hardships of that sort have been suffered by our troops at the front in the present war, though every effort has been

SMALL ENOUGH FOR THE POCKET: A BRITISH SOLDIER'S WADERS ROLLED UP. made to mitigate them. Recently "waders" have been supplied, very light and portable, weighing only about 2½ oz., and costing (including postage) only 2s. a pair. They are made of fibrous substance, waterproof, warm, antiseptic, and impervious to insects. Socks are also being made of the same material. In the Russo-Japanese War the Japanese wore "waders" made of mulberry-leaf.—[Photos. by Illus. Bureau.]



THE JAPANESE ANTICIPATING KRUPP: AN EASILY CARRIED BAMBOO TRENCH-MORTAR USED IN APPROACH-TRENCHES.

Of the ingenuities of warfare there is of course, no end. Also, as some of the special illustrations we have published from time to time have shown, there are many repetitions of history among our most modern weapons. The Krupp trench-mortar, for instance, was anticipated two centuries ago by the small trench-mortars invented by the famous Dutch military engineer, Cohorn, and used by Marlborough's

artillerymen in Flanders, where we are now fighting. The Japanese anticipated Krupp ten years ago by inventing a trench-mortar of bamboo, so light that two men could carry it. They used it in their approach-trenches against Port Arthur, for firing grenades at close range. The mortar is seen here with its muzzle covered to keep out damp.

Little Lives of Great Men.

IV.—SIR DAVID HENDERSON.

AT the beginning of the war there were gloomy pessimists who vowed that our military air-service had been neglected, and that it would not prove surprisingly efficient. Their forebodings have been dispelled by events to which remarkable testimony is borne in the despatches of General Joffre and Sir John French. General Joffre wrote on Sept. 9: "Please express most particularly to Marshal French my thanks for services rendered every day by the English Flying Corps. The precision, exactitude, and regularity of the news brought in by its members are evidence of their perfect organisation, and also of the perfect training of pilots and observers." And in his Mons and Aisne despatches Field-Marshal French particularly brought to Lord Kitchener's notice "the admirable work done by the Royal Flying Corps under Sir David Henderson. Their skill, energy, and perseverance have been beyond all praise. They have furnished me with the most complete and accurate information, which has been of incalculable value in the conduct of the operations. Fired at constantly both by friend and foe, and not hesitating to fly in every kind of weather, they have remained undaunted throughout." The Commander-in-Chief further notes the intrepidity of the Corps and their success in actual aerial fighting. That success is due primarily to the creators of the new arm, of whom Brigadier-General Sir David Henderson must receive of right the foremost place. Born in 1862, the son of the late David



IN COMMAND OF THE ROYAL FLYING CORPS: BRIGADIER-GENERAL
SIR DAVID HENDERSON, D.S.O., K.C.B.

Photograph by Swaine.

Henderson, of Glasgow, he entered the Army at the age of twenty-one as a subaltern in the Argyll and Sutherland Highlanders. He reached his Captaincy seven years later, and first saw active service in the Sudan during the campaign of 1898, for his conduct in which he received mention in despatches, the brevet rank of Major, the British medal, and the Khedive's medal with clasp. During the South African War Sir David was twice mentioned in despatches, was wounded, and received the Distinguished Service Order, the brevet rank of Lieut.-Colonel, the Queen's medal with four clasps, and the King's medal with two clasps. When acting as Director of Military Training he took up aeronautics, and in his scanty leisure learned to fly, studied the theory and practice of flight, and then threw himself with the utmost enthusiasm into the task of forming and training a Flying Corps that might possibly be small in numbers, but would be the best human skill and discipline could organise. Two years ago he was appointed Director-General of Military Aeronautics, and thenceforward devoted all his energies to his new task. The results are daily before us, and the future holds yet further triumphs for the youngest of all the services and its inspiring leader. With Sir David Henderson should be mentioned his colleagues, Captain Godfrey Paine, R.N., Lieut.-Colonel Sykes, and Lieut.-Colonel Trenchard. Last year, it may be added, General Henderson was created a Knight Commander of the Bath, in recognition of his services to the science which, in its military application, owes so much to his energy and devotion.



THE VICTOR OF THE FALKLAND ISLANDS BACK IN ENGLAND: VICE-ADMIRAL SIR DOVETON STURDEE AT ADMIRALTY HOUSE, PLYMOUTH.

Vice-Admiral Sir Doveton Sturdee, who commanded the British squadron in the victory off the Falkland Islands, recently landed at Plymouth. On the 3rd he came up to London, where he was received by the King, and called at the Admiralty. When he reached his home at Droxford, Hampshire, the next day, he had a great reception. The village was *en fête*, and the inhabitants took the horses from the

carriage and drew it to the Admiral's house, preceded by a brass band. In replying to a speech of welcome, Sir Doveton Sturdee said that he thought many more men might be needed for the British forces before the war ended. Our photograph, taken at Admiralty House, Plymouth, shows a bell captured during the Burmah War of 1885.—[Photo. by Newspaper Illustrations.]





**THE TURKISH INVASION OF EGYPT: THE SUEZ CANAL—SHOWING THE SCENES OF THE ACTIONS
AT EL KANTARA, TOUSSOUM, SERAPEUM, AND ISMAILIA.**

The attempted invasion of Egypt by the Turks began on February 3. Summarising the events of the first two days' fighting, an official *communiqué* issued at Cairo stated: "Toussoum post was attacked at 3 a.m. by the enemy's infantry, and at the same time a determined attempt was made under cover of heavy Maxim fire to cross the Canal by means of pontoons and rafts. Their artillery fired on Toussoum and Serapeum, and was answered by our artillery and the fire from our ships. After a certain amount of fighting, including an advance from Serapeum, the enemy retired at 3.30 p.m. Eight officers and 282 men were made prisoners, and a large number of dead were left lying in front of our position. H.M.S. 'Hardinge' was twice hit by shells, and 10 men were wounded. Our other losses were 2 officers and 13 men killed and 58 wounded. . . the Egyptian Field Artillery gave valuable assistance. At the Ismailia ferry at daylight the enemy were found entrenching 700 or 800 yards from our posts. During the day there was intermittent fire. . . . At El Kantara our outposts were attacked between 5 and 6 a.m. The enemy were driven off, leaving 21 killed and 25 wounded, and 36 unwounded prisoners were left on our hands. Our casualties were 1 officer slightly wounded, 4 Indians killed, and 24 wounded."—[Drawn by W. B. Robinson.]



MEN WHO ARE KEEPING THE FLAG FLYING IN EGYPT: SNAPSHOTS AMONG THE AUSTRALIANS AND THE BRITISH EXPEDITIONARY FORCE.

These are some of the troops who are keeping the flag flying for the Empire in Egypt. Photograph No. 1 shows Australian artillerymen undergoing instruction in excavating gun-emplacements outside their camp near the Pyramids. An Australian battery is seen at drill in Photograph No. 3. No. 2 shows a machine-gun section of a cavalry regiment of the British Expeditionary Force practising on a range;

one trooper is firing, one "feeding" the gun, the one to the left checking hits. In No. 4 we have a polo team of officers on one of their rare afternoons off duty. As substitutes for polo-ponies, they have donkeys, and the player on the left of the photograph has an old broom for polo-stick. No. 5 was taken in quarters, and represents troopers at ease off duty.



THE GREAT WATERWAY THE TURKS TRIED TO BRIDGE, WITH DIRE RESULTS TO THEMSELVES: THE SUEZ CANAL—A BANK VIEW.

The Suez Canal, from Port Said, at the northern end, to the town of Suez, in the south, extends over rather more than one hundred miles. Of that distance, the Canal takes its course for something over half the way between more or less steeply inclined banks of desert sand, which over-top the waterway by from 30 to 50 feet, taking the lowest and highest elevations of the banks. For nearly forty miles

from Port Said the Canal skirts the shallow lagoon of Lake Menzaleh, with Kantara, where the Turks made their first attack, at its southern end. The small Lake Timsah, to the south of which lie Toussoum and Serapeum, the scenes of other preliminary and futile Turkish attacks, is near the centre of the Canal. The waterway is everywhere 65 yards across and 29 feet deep.—[Photo. by Underwood and Underwood.]



A HIGHLAND INSTRUMENT ACCLIMATISED IN THE HIMALAYAS: PIPERS OF THE 39TH GARHWALIS, A REGIMENT THAT NOW BOASTS A V.C.

Garhwal lies among the Himalayas within British territory in the United Provinces immediately west of Nepal. A soldier of the 1st Battalion 39th Garhwalis—Naik Darwan Sing Negi—recently received the V.C. The 1st battalion was raised some twenty-seven years ago and was brigaded with some Gurkha battalions. About twelve years ago a second battalion of Garhwalis was raised. Their headquarters

and depot are at Lansdowne, a hill station 6000 feet above sea-level. Like the Gurkhas, the Garhwalis are excellent cragsmen, and, like them also, have adopted the pipes of the Highlanders for their band. It will be recalled that, when the Indian troops landed at Marseilles, the rendering of the "Marseillaise" on the Gurkha pipes made a great sensation among our French friends.



THE HIGHLAND PIPES ACCLIMATISED IN EGYPT: PIPERS OF THE 5TH INFANTRY BATTALION OF THE EGYPTIAN ARMY, IN ALEXANDRIA.

It is interesting to compare these Egyptian pipers with those of the Garhwalis on the opposite page, and, at the same time, to note the wonderful popularity of the old Highland instrument for military bands, and its adoption in various distant parts of the Empire. The above photograph of the pipers of the 5th Infantry Battalion of the Egyptian Army was taken at Alexandria recently, on the occasion of the

arrival of Sir Henry McMahon, the new British High Commissioner for Egypt. It may be recalled that the excellent conduct of the Egyptian troops, as well as that of the British and Indians in Egypt, was mentioned in the official report of the first encounters with the Turks on the line of the Suez Canal. The Egyptian Field Artillery, in particular, gave valuable assistance.



WHY MAY WE NOT SEE THE TROPHIES OUR SOLDIERS HAVE WON?—HOW CAPTURED GERMAN GUNS ARE DISPLAYED IN PARIS.

It seems inexplicable that the public may not see the captured German guns—stated to number over 150—which have reached England, and are being kept in seclusion at Woolwich. Our illustration of how the German guns taken by the French are displayed, at the Invalides, for the public of Paris to view, is a striking instance of how differently our Allies do things. Captured German guns are similarly on view

at Petrograd and at Moscow. In Germany the comparatively few guns taken from the Allies are made the most of on the public promenades before the Imperial Palace, Berlin, and the royal palaces at Dresden, Munich, and Stuttgart. We have in London the Horse Guards Parade as an ideal site, where, a hundred years ago, Wellington's Napoleonic trophies were shown.—[Photo. by C.N.]

BRITISH LEADERS ON LAND AND SEA: CHIEFS

PHOTOGRAPHS NOS. 1 AND 3 BY J. RUSSELL AND SONS; NO. 2 BY LONDON STEREO



ADMIRAL SIR JOHN JELlicoe, K.C.B., K.C.V.O.,
Commander-in-Chief of the Grand Fleet.



FIELD-MARSHAL EARL KITCHENER OF KHARTUM, P.C., K.P., G.C.B., O.M., etc.,
Secretary of State for War.

FIELD-

HEAD: CHIEFS OF THE NAVY AND THE ARMY.

ONS; No. 2 BY: LONDON STEREOSCOPIC CO., LTD.; AND No. 4 BY R. HAINES.



FIELD-MARSHAL SIR JOHN FRENCH, G.C.B., G.C.V.O., K.C.M.G.,
Commander-in-Chief of the British Expeditionary Force.



ADMIRAL-OF-THE-FLEET LORD FISHER, G.C.B., O.M., G.C.V.O., LL.D.,
First Sea Lord of the Admiralty.



FRENCH STAFF OFFICERS HELD UP BY FLOODS: DIFFICULTIES IN ROAD-COMMUNICATIONS CAUSED BY HEAVY RAINS IN NORTHERN FRANCE.

The recent heavy rains in the districts where fighting is going on in Northern France have not only been a source of much hardship and discomfort to the men in the trenches, but have caused a great deal of inconvenience in communications. The roads have in many places been flooded. Discussing the problem of keeping the roads in proper repair, "Eye-Witness" wrote recently: "One great difficulty

of doing this . . . lies in the facts that the paved portion of the roads is in most cases so narrow that vehicles cannot pass each other without going off it, and that the soft earth on each side of the stone paving is in wet weather soon churned up by the heavy lorries in use into a mass of mud, upwards of two feet in depth."—[Photo. by Illustrations Bureau.]



THE LIGHT OF BATTLE: NIGHT TURNED INTO DAY ON A POLISH BATTLEFIELD BY CANNON-FLASHES, THE GLARE FROM BURNING VILLAGES AND

Night makes little difference on the modern battlefield. Illuminants of different kinds, and special light-shedding projectiles, enable fighting to be continued without cessation all through the hours of natural darkness. It will be remembered how, during the retreat from Mons, night after night the German attacks on the retiring British columns were kept up, the German searchlights and magnesium star-shells irradiating

the ground with fatal efficiency, as the heavy British casualty-lists proved. Several vividly effective illustrations (from correspondents' sketches and notes on the spot) of how the illuminants were employed in the night-fighting during the Mons retreat and in night-battles on the Aisne, have appeared in the "Illustrated War News" and the "Illustrated London News." Here we see in progress one of the fiercest of the recent

night-battles in their advanced further bank, w foreground. T



BURNING VILLAGES AND STACKS OF STRAW SPECIALLY PLACED AND SET ABLAZE, SEARCH-LIGHTS, STAR-SHELLS, AND MAGNESIUM-ROCKETS.

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Illustrated
the recent

night-battles in Poland, where the Germans in massed array did their utmost to drive the Russians from their advanced position at Vitkovitz, on the western side of the Bzura. The Russians are seen holding the further bank, with the bridge linking them to their reserve troops and artillery on the near bank in the foreground. The attacking Germans appear in dense lines coming down the hillside in the background.

To light up the attack, incendiary-shells were fired to set the village (seen to the left) ablaze. Huge piles of straw stacked by the Germans for hundreds of yards along the Russian front were fired simultaneously. Searchlights also were turned on to the Russians, and magnesium-shells and rockets exploded overhead. In spite of everything, the Russians retained both banks of the river and the bridge.—[Drawn by F. de Haenen.]



RE-CLOTHING THE FRENCH ARMY: A ZOUAVE OFFICER'S NEW UNIFORM.

The new French field-service uniform, which recently began to make its appearance, is of a light blue-grey colour, which blends well with winter landscapes. In the case of the bulk of the French Army, it replaces the old blue tunic and red trousers. The Zouaves, of course, had a distinctive garb of an Oriental cut, with very baggy trousers and broad waist-bands. Their new uniform, while changing in



RETAINING SOMETHING OF THE FAMILIAR CUT: THE NEW ZOUAVE UNIFORM.

colour and material, retains something of this cut in the knickers and the shape of the cap. This famous corps has done fine service in the Great War. To give one example, a recent French *communiqué* stated that "North of Arras a brilliant attack by Zouaves carried at the point of the bayonet the enemy's positions near the road from Arras to Lille."—[Photos. by Sport and General.]



NIGHT PERILS FOR ARMY MOTOR-CYCLISTS: A ROAD NEAR LA BASSÉE.

As mentioned on another page, "Eye-Witness" has described the bad state of the roads at the front in wet weather. "Even the *pavé*," he writes, "is broken up in time by the continual passage of heavy motor-lorries. The stones get displaced, and water percolates into the foundation and washes it away." Occasionally, no doubt, the enemy's shells also make holes in the roads.—[Photo. by Illus. Bureau.]



LEADERS OF VICTORIOUS FRANCE: GENERALS JOFFRE, CASTELNAU, AND PAU.

As Commander-in-Chief of the French Army, General Joffre, who is seen in the centre of the above group, has been ably assisted by General Castelnau (on the left in the photograph), and by General Pau. It was reported from Berlin recently that General Pau had visited the Russian forces before Warsaw during the latter part of December, to arrange combined plans of future operations.—[Photo. by S. and G.]



THE COLLAPSED REBELLION IN SOUTH AFRICA: THREE REBEL LEADERS BEING MARCHED TO PRETORIA AS PRISONERS.

The bringing-in of captured or surrendered rebels has been for some time past an every-day occurrence in various townships of South Africa, particularly in those districts of the former Orange Free State where the influence of De Wet and Kemp caused disaffection among the back-veldt farmers. We have here a snapshot on the outskirts of Harrismith, when three rebel leaders were passing through for trial

at Pretoria. They are seen on foot crossing a *spruit* at the bottom of Warden Street, with their mounted escort ahead and in rear. The headmost is Captain Denysen, a man of local notoriety; the second, Boyd Denysen, a lawyer; the third, another of the family. In Harrismith, the prisoners were pelted through the streets with rotten eggs and refuse.—Photo. by G.P.U.]



THE RECENT NORTH SEA BATTLE—GERMAN VERSION! GERMAN AIRCRAFT BEATING OFF THE ENGLISH AND DAMAGING FOUR DESTROYERS.

The accompanying highly illuminating German illustration of the recent battle in the North Sea shows the beating-off of an English attack by enemy air-craft; with many another thing, it justifies the belief that the enemy's projected "blockade" of England will prove more alarming on paper than in actuality! Herr Von Pohl, Chief of Marine Staff, says: "The waters round Great Britain and Ireland, including

the whole of the English Channel, are herewith proclaimed a war-region. On and after February 18 every enemy merchant-vessel found in this war-region will be destroyed without its always being possible to warn the crew or passengers of the dangers threatening. Neutral ships will also incur danger in the war-region." What do neutrals think of that?



EMULATING THE ARMY SERVICE CORPS AT LE MANS: FRENCH SOLDIERS BILLETED IN A CALAIS PICTURE-THEATRE ENTERTAIN EACH OTHER.

In a cinema-theatre at Calais, where some French troops were billeted recently, they entertained each other with a "continuous performance" of a novel kind. A very similar scene in a theatre at Le Mans formed the subject of a drawing in the "Illustrated London News" of October 24. Mr. Frederic Villiers, the famous war-artist of that paper, from whose sketch the drawing was made, wrote of it:

"The Army Service Corps were billeted in the Opera House at Le Mans for a time, and during torrential rains the building was crowded with Tommies. The boxes, pit, galleries, and the stage itself were used for shake-downs for the men, who seemed to be supremely comfortable and happy in their novel surroundings. During the entertainment a number of the men slept or dozed."—[Photo. Alfieri.]



ALLIES, AND HOUSEMATES: A BRITISH OFFICER AND AN INDIAN BILLETED AT A FRENCH FARM, WITH A FRENCH PEASANT.

The friendliness existing, not only between the British and the Indian troops, but between both and the French population, is well illustrated in this drawing. The relations between the Indians and the French peasantry are particularly interesting, and, in spite of the difficulties due to ignorance of each other's language, they manage to get on very well together. A French writer, who has studied them, says that

the Indians bear themselves with great dignity and give no offence. Sometimes they try to converse with French people, each party talking very loudly, as though the other were slightly deaf. Again, one may find two or three Baluchis sitting in the corner of an inn, where the *patronne* has learnt to accept their rupees. "Ces sont des braves gens," she will say.—[Drawn by Paul Sarrut.]



A DRAIN-PIPE AS A SPEAKING-TUBE: INTER-TRENCH COMMUNICATION.

In the intricate labyrinth of trenches which siege-warfare has developed it is of great importance to maintain means of quick communication between one section of the trenches and another. Our photograph shows an instance of French ingenuity in this respect—a small-bore drain-pipe used as a speaking-tube, through which a French officer is seen speaking.—[Photo. by Illustrations Bureau.]



THE SOLDIER'S PERISCOPE: A HYPOSCOPE IN A FRENCH FIRST-LINE TRENCH.

As mentioned previously in these pages, the difficulties and dangers of observation in the first-line trenches are surmounted by the use of an instrument equivalent to a submarine's periscope, which enables the observer to look over the top of a trench without raising his head above it. These instruments are known by the various names of hyposcope, hyperscope, trench-periscope, or trenchoscope.



WITH THE VIRGIN'S STATUE HANGING FROM THE TOWER-TOP: ALBERT CHURCH. Albert, between Arras and Amiens, has suffered severely from German bombardment. Our photograph shows the damage done to the Church of Notre Dame, only recently restored, and the curious effect on the statue of the Virgin on the tower, which is hanging by its base and almost falling. It was near Albert that the Germans recently sent fire-boats down the Ancre against the French lines.



RECENTLY DECORATED WITH THE ORDER OF LEOPOLD: LADY DOROTHE FEILDING Lady Dorothe Feilding, daughter of the Earl of Denbigh, and one of the other ladies associated with her in the excellent work of the Munro Flying Ambulance at the front, were recently received at the Belgian Headquarters by King Albert, who bestowed on them the Order of Leopold, the highest Belgian military decoration. Lady Dorothe has been for three months at Pervyse, tending Belgian wounded.

HOW IT WORKS:

IV—THE SUBMARINE.

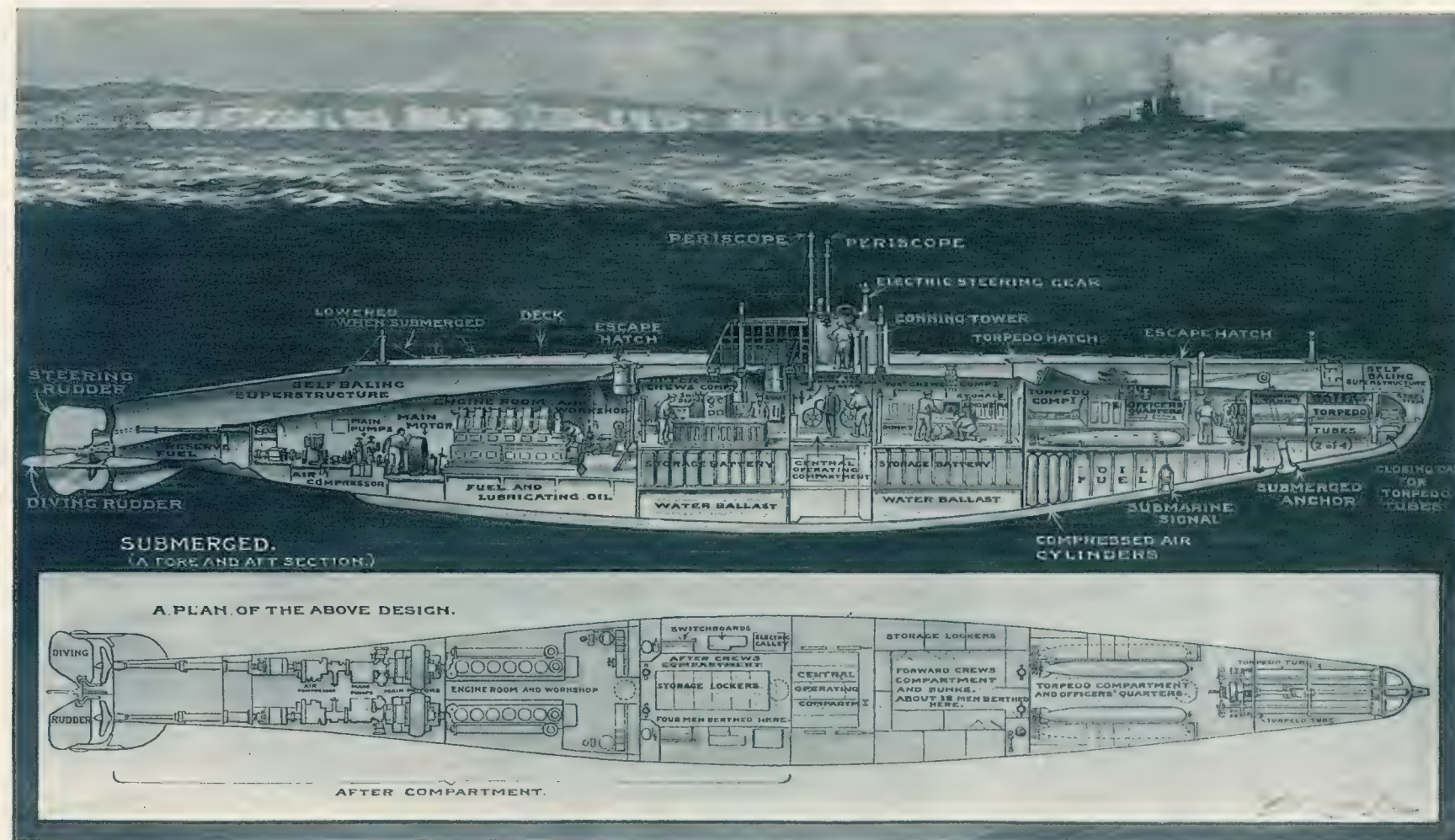
SUBMARINES are capable, it need scarcely be pointed out, of cruising on the surface and under water. On the surface the latest types can travel, when at full speed, at from sixteen to twenty knots. They can range over 6000 miles, but not, of course, for all the time at full speed. It would be impossible to stow sufficient fuel. Under water, from ten to twelve knots is the highest speed as yet attainable, and a submarine can cover well over a hundred miles at a stretch while submerged. Strange as it may seem, one great practical difficulty in the handling of these craft is to make a submarine submerge quickly enough. On the other hand, it is one of the easiest of operations to make one rise to the surface. The vital importance of being able to dive quickly is obvious: slowness in going under exposes a submarine in action to the risk of destruction by quick-firing guns or destruction by being rammed by a swift destroyer. Imagine a submarine travelling on the surface in ordinary conditions, a fifth of the hull out of water. Diving is effected in this manner. First, the water-ballast tanks in the lower part of the hull, which are empty to give buoyancy when the vessel is at the surface, have to be filled. That sinks the vessel to the "awash" position, the additional weight of water let in making her sink until only the narrow superstructure deck and the armoured conning-tower are visible. To go under, the vessel puts on full speed and



TO FACILITATE DIVING AND RISING TO THE SURFACE: THE "FINS" OF A SUBMARINE.

The almost flat, Japanese-fan-shaped, fin-like projections of thin metal seen at the side of the fore part in each of the four submarines lying alongside one another are the hydroplanes. They serve to assist the main horizontal rudders of the vessel in diving and in rising to the surface again.—[Photo. by Cribb.]

the vertical rudders aft are deflected by means of electrical motors, with additional aid from the "fins" on either side of the bows. Propelled forward thus, the rush of water against the rudders automatically makes the bows dip, and then the entire hull slides under. To keep below water, the vessel has to continue on the move, so as to enable the downward pressure to remain exerted on the horizontal rudders. The return to the surface is effected by elevating the horizontal rudders and pumping compressed air into the ballast-tanks and so expelling the water inside. Navigation under water is carried on by means of the periscope, a hollow steel tube designed on the lines of the *camera obscura*, which rises from the upper part of the hull to some feet clear of the surface. Lenses and reflectors inside the tube transmit a view of everything visible on the surface down to the officer in charge, whose station is at the base of the periscope watching its mirror, with the helmsman beside him. He can make the tube revolve, so as to turn the "eye" of the periscope to any quarter. The range of vision is, however, limited, owing to the periscope projecting only a few feet above the surface. The latest types of periscope have a field of vision of sixty degrees, and our more recent submarines have each two periscopes. For submerged cruising electric-engines are used; petrol-engines serve for surface propulsion. The torpedoes are ejected by compressed air. Guns, when mounted, collapse inside the superstructure mechanically on the vessel submerging.



THE FIGHTER BELOW SEAS: THE SUBMARINE—A DIAGRAM DESIGNED TO SHOW HER INTERIOR ARRANGEMENTS.

The illustration given above represents the internal arrangements of the latest kind of Holland submarine, the type of vessel adopted at the outset by the British Admiralty, for model. Our constructors have made notable alterations from the original Holland pattern as the result of practical experience at sea. For obvious reasons, these are not shown in our illustration. In the main features and general arrange-

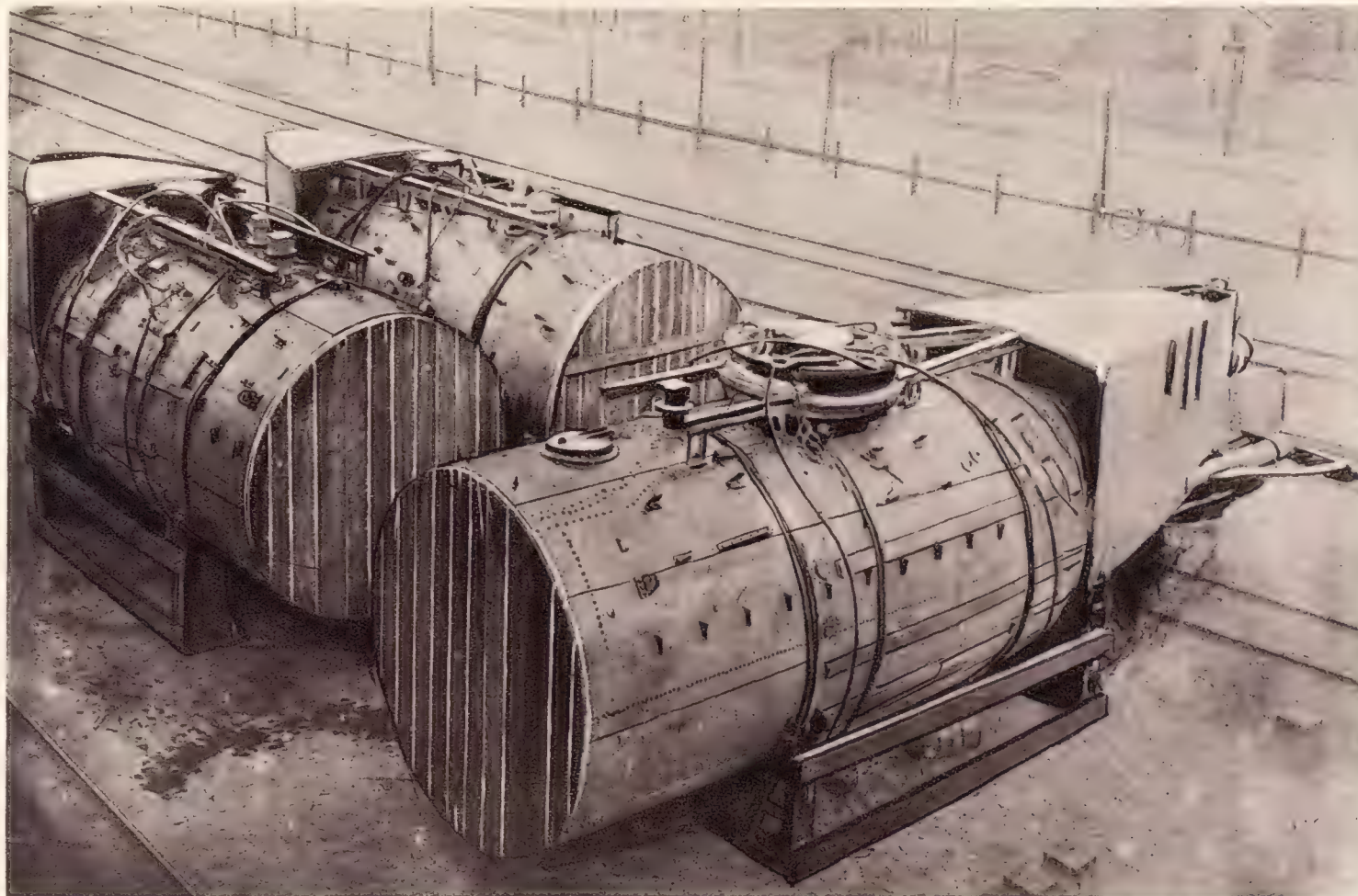
ments, the interior of every submarine is on the lines of that shown here. The crew are accommodated forward, where they have their meals and sleep in hammocks. In the centre compartment are situated the submerged-control machinery, the diving-gear, the air-system control, the ballast-tank apparatus, and so forth. The vessel above is intended for a crew of 2 officers and 18 men.



LISTING THE HUGE NUMBER OF GERMAN CASUALTIES: WOMEN EMPLOYED IN TABULATING LOSSES, AT THE WAR DEPARTMENT, BERLIN.

It is estimated that during four months the German losses in killed, wounded, and prisoners amounted to nearly 2,000,000. With the daily wastage going on, it is not surprising that women are being employed in nearly all the Government Departments in Berlin. A large staff is engaged in keeping lists of German losses. Our illustration shows the section of the War Department in which the lists of

prisoners captured by the Allies are made up, separate lists being compiled of the prisoners captured by the Russians, French, and British. According to the "Bulletin des Armées," of even the youngest classes—and all men between thirty and forty are called to the colours—Germany would now seem to have not more than about 2,000,000 men at her disposal.—[Photo. by Photopress.]



HOW GERMAN SUBMARINES WERE PACKED FOR TRAVELLING BY RAIL: ENEMY UNDER-WATER CRAFT IN SECTIONS FOR A LAND-JOURNEY.

That German submarines have been transferred overland by rail from Kiel and Wilhelmshaven to Zeebrugge seems to be sufficiently established by statements, appearing in the Dutch papers from time to time, purporting to be reports of what correspondents in Belgium have actually seen. Some of the larger submarines, on which our monitors and other war-ships operating off the coast of Flanders, and

certain of our airmen, have dropped bombs, at Zeebrugge, possibly got there by sea after threading the area of the British mine-field opposite Ostend. Smaller submarines, however, may certainly have been transported by rail as suggested in our illustration. The photograph, it must be stated, was taken ten years ago, and has been retouched for reproduction.—[Photo. by Record Press.]



BRITISH RESPECT FOR GERMAN DEAD: A PRISONER'S MILITARY FUNERAL.

In every case where German prisoners have died in this country, the rites of burial have been conducted with all due respect. Our photographs show the funeral of a German prisoner, which took place recently at Southend. Military honours were accorded, and a number of the dead man's compatriots followed the gun-carriage in uniform. In connection with the general treatment of German prisoners of war in

A GERMAN PRISONER'S MILITARY FUNERAL: GERMANS FOLLOWING THE GUN-CARRIAGE.

Great Britain, a prominent Norwegian who recently visited a camp over here has written: "Everywhere the English seem intent on providing their prisoners with comfortable and healthy accommodation. And as to the food, it is the same as that provided for the soldiers, and it is a well-known fact that no soldier is better fed than those of the King of England."—[Photos. by Nightingale.]



"AFTERNOON TEA" FOR TERRITORIALS AT THE FRONT: A FRIENDLY ENGINE-DRIVER, "SOMEWHERE IN FRANCE," SUPPLIES HOT WATER.

Without endorsing the suggestion that the "turnpike road to people's hearts" lies through their mouths, it may be admitted that in time of war, with its stress of mind and body, it is of the first importance that the "inner man" of the Army should be well cared-for. Our illustration emphasises the fact that our troops are the best fed in the world. It shows a group of Territorials, "somewhere on the Continent," taking refreshment during a halt, and our picturesque group of fur-coated young soldiers are obviously as unconcerned as though they were still in training in some quiet countryside at home. When to this camera-testimony we add the known excellence of the work of the Army Service Corps, we may feel assured that our soldiers are being well catered for. *(Photo. by L.N.A.)*



AUSTRALASIA'S HELP IN THE DEFENCE OF EGYPT: NEW ZEALANDERS IN CAMP AT ZEITUN, AND AUSTRALIANS AT THE PYRAMIDS.

After the recent fighting on the Suez Canal, Sir John Maxwell, the Commander-in-Chief in Egypt, cabled to the Australian Minister of Defence that the Australian Engineers had been under fire and had comported themselves "as you would wish them to do." The War Office has accepted the offer of a further 10,000 men from Australia. While the High Commissioners for Australia and New Zealand,

Sir George Reid and the Hon. Thomas Mackenzie, were recently in Egypt, General Maxwell reviewed 8000 of New Zealand's first contingent in the desert camp at Zeitun, near Cairo. Our photographs show: (1) One of the New Zealanders' camp-kitchens at Zeitun; (2) Tailors and an Indian barber at Zeitun; (3) New Zealanders with a Maxim; (4) An Australian artillery camp at the Pyramids.



HELPING TO DEFEND EGYPT AGAINST THE TURKS: AN INDIAN MAXIM SECTION ON THE SUEZ CANAL AWAITING THE ENEMY.

In the official account of the fighting on the Suez Canal, issued at Cairo on February 4, it was stated: "The conduct of the troops, British, Indian, and Egyptian, was excellent." One of the Turkish prisoners captured near Toussoum, where an attempt was made to construct a pontoon at night, said afterwards, in describing his experiences: "We heard nothing from your side. We knew your trenches were some-

where near, but no sound came to us. We only heard three dogs barking a long way off. We reached the water and began to dig and build a pontoon-bridge. We thought we must have found a gap in your line. Then a maxim opened on us." At El Kantara, where Syrian troops made another attack, the Indians advanced and drove back the enemy, capturing a position.—[Photo. by Record Press.]



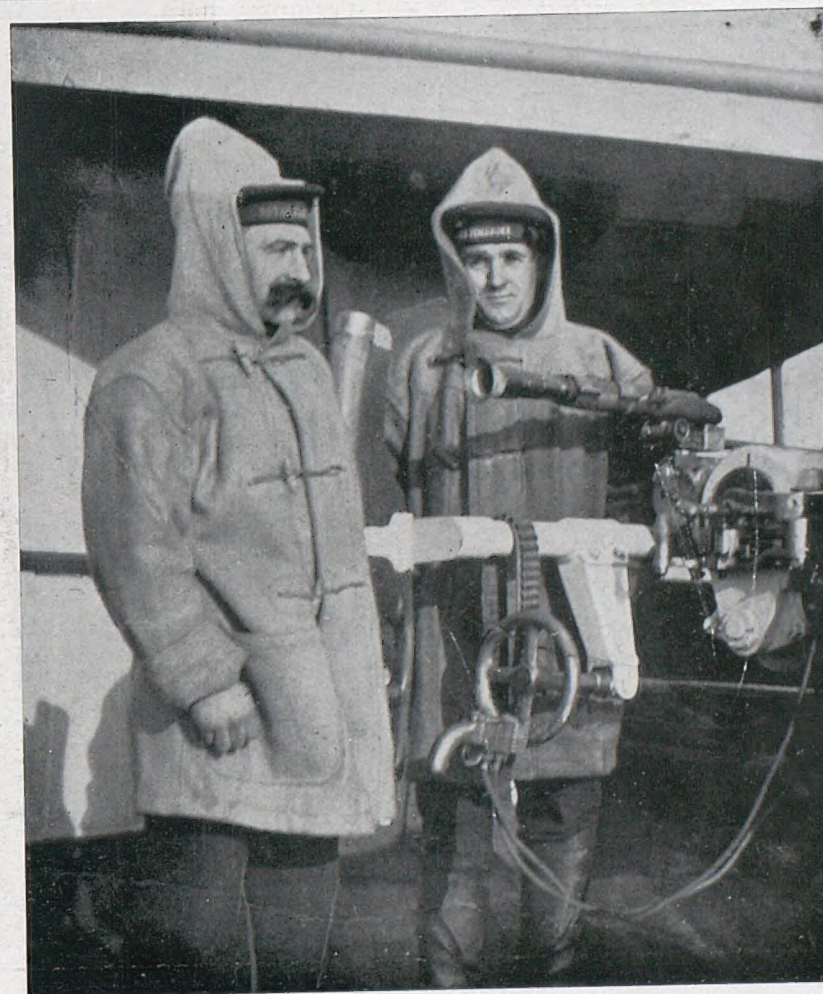
"NOT SO VERY FAR FROM THE FIRING-LINE": FRENCH SOLDIERS PLAYING FOOTBALL NEAR THE TRENCHES.

We have heard a great deal of the football played behind the British trenches at the front when occasion offers. Now, "Eye-Witness" has to tell of football played by the French soldiers. He writes: "The fondness of our soldiers for kicking about a football whenever they have a spare moment has often been noted. The men of a supply or ammunition column halted by the roadside generally amuse themselves

in this way, and the troops in reserve close to the fighting-line sometimes while away the time in this manner even when under fire. Our Allies occasionally join the game with great zest, and it is not an uncommon sight to see a crowd of French and British soldiers struggling madly round two sticks representing a goal, not so very far from the firing-line."—[Photo. by Wyndham.]



IN WINTER SERVICE-KIT: TROOPERS OF A BRITISH MOUNTED PATROL.
These are troopers of a British mounted patrol in the winter service-kit provided for our cavalry in Northern France. The shape of the woollen caps, with chin-protection, recalls the chain-mail head-gear of the Norman horsemen of Northern France, which the retainers of our feudal knights wore in the Crusades under Richard Coeur de Lion.—[Photo. by Newspaper Illustrations.]



IN WINTER SERVICE KIT: BRITISH SEAMEN ON WATCH ON AN ARMED LINER.
As a fitting pendant to the winter service-kit worn by the cavalymen shown in the corresponding illustration on this page, this photograph is of curious interest. It shows seamen, on watch on board one of our armed liners doing war-duty in Northern waters, clad in the winter-coats of thick, blanket-like "duffle" with hoods, supplied by the Admiralty to the whole Navy at the present time.—[Photo. by C.N.]



ALL A GERMAN SHELL LEFT OF IT: A "MOTOR-CAR" IN FRONT OF THE HOTEL DE VILLE, ARRAS.

For completeness of destruction, it should surely be hard to beat this unique illustration of a motor-car blown to pieces by a German shell one day while standing in front of the Hotel de Ville of Arras. The chauffeur, who, fortunately for himself, was not in the vehicle at the time, is seen jauntily posing before the camera on what is left of his seat, with, by him, the remains of the steering-gear. Gone altogether,

or at best reduced to an unrecognisable scrap-heap tangle of steel fragments and machinery, metal blistered by the flash of the bursting shell, and scorched splinters of woodwork, is the entire body of the car. The wheels are either smashed entirely or lie flat on the ground. Only the lower frame and mud-guards remain in shape.



GRANDSONS OF GARIBALDI WITH A GERMAN STANDARD HE CAPTURED IN 1870. On the left of the flag is Colonel Beppino Garibaldi; on the right his brother, Captain Ricciotti Garibaldi. They are two of the six sons of General Ricciotti Garibaldi who have fought as volunteers for the French and of whom two (Bruno and Costante) have been killed. General Garibaldi, who is a son of the great liberator, recently visited Paris with his four surviving sons.—[Photo. by Sport and General.]



THE LIGHT OF BATTLE: A RUSSIAN SEARCHLIGHT TAKING UP POSITION. Night operations in modern war are conducted by the "light of battle" supplied by various scientific inventions. The searchlight, in the first place, illuminates the scene, making objects that fall under its rays as visible as by day. Then, too, star shells are used for similar purposes, while flashes from guns also contribute to the display. The Russian Army is well equipped with illuminating devices.



PLOUGHING A BERLIN MILITARY PARADE-GROUND FOR POTATO CROPS!—A SIGN OF GERMAN ANXIETY AS TO FUTURE FOOD-SUPPLIES.

That Germany has certain misgivings about her food-supply was indicated by the Government's recent action in assuming control over the output of bread. Writing on February 2, the British "Eye-Witness" said that "prisoners lately arrived from a district near the Swiss border state that food prices there have risen greatly. The bread eaten is very black, and grave fears are entertained of a shortage of food in

two or three months' time." On the other hand, it has been argued that Germany could feed herself for several years through her highly developed agriculture, and could hardly be starved into surrender unless the Russians occupied large agricultural districts. The bread-corn usually imported could be replaced by potatoes and roots, or the wheat and rye crops might be increased.—[Photo: Newspaper Illus.]